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1. Biplanes, single-engine sporting planes, single-engine fighters, gliders and twin-engine commercial aircraft were observed at the Moscow-Tushino airfield. There was no change in the occupation of the field prior to October 1949.
2. Four-engine aircraft and jet fighters sometimes flew over the field prior to shortly before the Air Show in the summer of 1949. The following aircraft were observed to be used in training for the aerial review:
 - a. Four-engine aircraft. Some of the aircraft flew so low their armament could be clearly seen. (1)
 - b. Two-seater jet aircraft. They had one machine gun in the rear of the cabin and two or three weapons in each wing. (2)
 - c. Jet aircraft. Three of these aircraft flew over Tushino. One went down in flames. The pilot was ejected from the aircraft and parachuted down. Some PWs were of the opinion that the pilot was saved by an ejector seat. (3)
 - d. Twin-engine commercial aircraft. (4)
3. Air maneuvers in connection with the Air Show were observed. (5). Twin-engine bombers flying in three formations of three planes each approached the Tushino field. This bomber unit was escorted by four or six jet fighters and the same number of piston-engine fighters. [REDACTED] between conventional and jet fighters in the defense of the bomber formation. During the attack on this unit by the jet fighters the piston-engine aircraft were lost to sight. Six jet aircraft approached from the opposite direction. They flew in single file formation. When they were about 1,000 to 1,500 meters from the bomber unit they split up, the first three flying to the left, the other three to the right.

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- b. Another jet fighter was the same as type a but had a different type wing. The latter type resembled a swallow. Its speed was the same as type a. Only a few aircraft of this type were seen. (7)
- c. The third jet fighter type had the power plant under the fuselage. The air intake under the fuselage was distinctly seen. The nose was closed and the fuselage was more compact than that of the first type. It was a midwing monoplane with no dihedral to the wings. The tail unit was the same as that of standard fighters. The cockpit was installed between the wings. These planes were a lusterless silver or red. [REDACTED] Although the size was not the same as type a, this plane had a lower speed. (8)
- d. The four-engine bomber were fitted with four long radial engines. They had four-bladed propellers with thick spinner. It was a low-wing monoplane with wings in slight dihedral. Data on the landing gear was not available. The fuselage was long and slim with a full-vision turret, the middle of its underside not glazed. The cockpit was long, flat and turtle-shaped. This type was seen on the ground several times at Kharki and Tushino airfields. Flexible guns were mounted in the turret, at the rear of the cockpit, on both sides of the fuselage and on the fuselage tail. A black, round, slightly arched bulge was observed near the guns on both sides in the fuselage. The caliber of the tail guns was estimated at about 2 cm. The calibers of the other guns were smaller. This aircraft was painted a burnished silver, shading slightly [REDACTED]
- e. The glider-towing aircraft had two radial engines with four-bladed propellers. The landing gear consisted of the nose wheel, tail wheel and main landing gear with twin wheels. This aircraft was seen on the ground. The method of retracting the landing gear was not observed. The fuselage was short and compact and had about four windows. The cockpit was installed near the front of the fuselage. The shape of the cockpit was not recalled in detail. This aircraft had about the same size as the well-known Douglas craft but it was slower and less maneuverable. It was painted blue-gray and had stars on the wings and elevator unit. (10)
- f. The cargo glider was a midwing monoplane, the fuselage having a pronounced belly. This plane was about the same size as the towing aircraft. It was painted black. (11)

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Comments.

- (1) [REDACTED] This is believed to be the sketch 1, Soviet B-29. The mentioned gun stations on both sides of fuselage and on the underside are errors in observation.
- (2) See Annex 1, sketch 2. This is thought to be a two-seater Yak version. The rear gunner's station is possible, but still questionable. The power plant is cowled.
- (3) See Annex 2, sketch 3. Possibly type 15, if the location of the pilot's seat is correctly indicated.
- (4) See Annex 2, sketch 4. Probably representing an IL-12.
- (5) See Annex 3, sketch 5. This tactical movement has a remarkable resemblance to the attack described in another report which was observed near Kiev by another source.
- (6) Annex 4, sketch 6: Believed to be type 15.
- (7) See Annex 5, sketch 7. This has been a type described several times before, fitted with so-called swallow wings. This description may possibly be based on an optical illusion resulting from the lowered fowler flap.

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When this movement by the attacking jet fighters was observed by the fighters escorting the bomber unit, their speed increased. They flew to meet the attacking jet fighters, trying to intercept them. Two of the attacking jet fighters engaged the escorts in combat. In the meantime the remaining attacking jet fighters, two on each side of the bomber unit, curved inward, approaching the bomber unit. The jet fighters which had curved to the right were about 200 to 300 meters over the bomber unit. They approached the flank of the bomber unit from behind and those which had turned to the left also curved inward and approached the bomber unit from below. The bomber unit continued on its course during the attack. The bombers as well as the turbo-jet fighters fired during these maneuvers. The turbo-jet fighters did not make a second attack upon the bomber unit. The shooting down of planes was simulated. The attacking jet fighters did not suffer any casualties. The bomber unit lost three bombers and two escorting fighters.

4. The demonstrations during the aerial review in Moscow were held in the following order.
 - a. One unit of small, two-seater open, low-wing monoplanes fitted with fixed landing gears and 5-cylinder radial engines flew in a formation forming the figure Slava Stalinu. Their speed was very slow.
 - b. Three squadrons each of nine aircraft, of the same type low-wing monoplanes as the first unit, broke up over the airfield and, flying individually, performed acrobatics and low-level flights over the airfield. They withdrew singly.
 - c. Five or six biplanes passed in review. They had flag masts on their canopy tops. Various flag designs were displayed.
 - d. Three jet fighters flew in wedge formation, approaching at an altitude of over 1,000 meters. This unit, flying in close formation, did acrobatics followed by low-level flights and then withdrew in formation.
 - e. Two units of 40 to 50 IL-2 and twin-engine planes fitted with radial engines, and one unit of four-engine aircraft flew in review. These units were continually attacked by single jet fighters and were fired on by AA artillery.
 - f. About nine freight gliders towed by twin-engine aircraft flew over the field.
 - g. Individual flights were made by jet aircraft of various types.
 - h. Parachutists jumped from a unit of about 50 twin-engine aircraft. According to the description, these planes were Douglas aircraft. The parachutists jumped in groups of 12 from an altitude of about 300 meters. Parachutists with one and two parachutes were seen. The parachutes were colored.
5. During the demonstrations, which lasted from about noon to 3 p.m., the aircraft approached the airfield from the west and headed east. After flying a wide curve over the town area they withdrew towards the west.
6. Six types of aircraft observed at the air show are described below.
 - a. Some jet fighters had their power plant in the fuselage, the air intake was in the nose of fuselage, the jet in the tail of the aircraft. The fuselage was noticeably slim. It was a midwing monoplane, the wings having a pronounced sweep-back and taper but no dihedral. The wing tips were not numbered. There was no dihedral of the elevator unit. The flat cockpit was approximately between the wings. The plane was a lusterless silver with no noticeable identification marks. This was the fastest plane in this review, having an estimated speed of 900 km/ph. However, according to Soviet civilians, its maximum speed was 1,000 km/ph. (6)

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- (8) See Annex 6, sketch 8. Believed to be a two-seater Yak-type, same as sketch 2.
- (9) See Annex 7, sketch 9. Same as sketch 1, thought to be a Soviet B-29.
- (10) See Annex 8, sketch 10. Same as sketch 4, probably an IL-12.
- (11) See Annex 9, sketch 11. This is thought to be the Yakovlov or Tsybin type glider.
- (12) This report reflects the accuracy of observation possible to repatriated PWs. It would be wrong to assume the existence of new type aircraft from faulty descriptions.

- 9 Annexes:
- (1) Sketch 1: Four-Engine Bomber Seen at Moscow-Tushino
 - Sketch 2: Two-seater Jet Plane Seen at Moscow-Tushino
 - (2) Sketch 3: Jet Plane Seen over Tushino
 - Sketch 4: Twin-Engine Commercial Aircraft Seen over Tushino
 - (3) Sketch 5: Air Maneuver Seen During the 1949 Air Show
 - (4) Sketch 6: Jet Fighter Seen During the Moscow Air Show
 - (5) Sketch 7: Fighter Seen during the Moscow Air Show
 - (6) Sketch 8: Jet Fighter Seen during the Moscow Air Show
 - (7) Sketch 9: Four-Engine Bomber Seen during the Moscow Air Show
 - (8) Sketch 10: Aircraft Seen Towing Cargo Gliders during the Moscow Air Show
 - (9) Sketch 11: Cargo Glider Seen during the Moscow Air Show.

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